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sketch of bridge). The main river traffic passes under the second span, whichings act of the first span counting from the left bank is not used for traffic, since its clearance is only 12.15 meters. The third span is generally used only in an emergency and at high water because the four breakwaters, one upstream and three downstream from the bridge, would interfere with traffic. The width of this span is 88 meters and its clearance is 13.45 meters.

- (7) At Kilometer 1868.15, a pontoon bridge for army use only, constructed to the west of the main bridge by a battalion of army engineers. It was built onliron pontoons 88 meters long and 2.8 meters wide bound together in groups of three and covered with planks. The engineers used Kovacs motor boats of Hungarian manufacture to build this bridge.
- (8) At Kilometer 1868.3, moorage for small passenger steamers used for weekend pleasure cruises and facilities for loading and unloading small cargoes by crane.
- (9) Kilometer 1867.4 to 1868, the main part of the port for heavy cargo vessels. There are five cranes, a, b, c, d, and e, one grain elevator, f, and warehouses on the bank. The cranes are mounted on electric, self-propelled carriages and run on rails along the bank of the harbor. Liquid fuel can be loaded or unloaded by means of electric pumps straight into or from tankcars. Points I to VI are guard posts, points I through III being militia guard posts and IV through VI army.
- (10) Kilometer 1867.4, handling of cargoes during heavy traffic. There is one crane in this section of the port, as well as warehouses.
- (11) Harbor control officer's pontoon for checking ships arriving and leaving.
- (12) Repair shippard on the southern bank of the south basin; this yard is used only for minor repair work.
- (13) Dry-dock for ship repairs, located on the western bank of the south basin. This dock can hold three ships and is fitted with modern machinery and electric cranes for lifting hulls out of the water.
- (14) Reserve harbor for cargo ships, used when the main harbor is crowded.

 During winter, only this part of the harbor is used for handling cargoes.

 It is fitted with three cranes and warehouses and is located on the jetty between the south and north basins.
- (15) Mooring for motor-driven tugs waiting for barges to be loaded or unloaded; located on the south bank of the south basin.
- (16) Fuel quay, on the north bank of the north basin; it is provided with two cranes and warehouses for storing liquid fuel and barrels.
- (17) River Police headquarters, located on the southwest bank of the north basin in a wooden hut on a pontoon. They have eight patrol boats of various sizes which are moored alongside the pontoons (17a). The police boats accompany all convoys as far as the Czech-Austrian border near Devin and between Kilometers 1820 and 1880. The sector between

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	Kilometers 1781 and 1820 comes under the control of the Komarno Police.	River
(18)) Two cranes and warehouses for goods, on the northeast bank of the basin.	ne winter
ė	pasine	e sign
•	the entrance to the winter harbor. These barracks accommodate a men; the remainder live near the pontion bridge on this right bar river. The length of both basins of this winter harbor is 520 meters. It is width 80 meters, and the width of the entrance 50 meters. It is bratislava water level, the depth of the water in the basins is meters and at the entrance 2.5 meters. There is mooring space is ships; in the winter harbor there is space for 20.	nk of the meters, At 2.6
(20)		zer at
(21)		eining
	bridge-building troops, and on the right bank it is ferbidden to	civilians.
(22)		Civilians.
(22) (23)	A rather small training area, between Kilometers 1872 and 1870. are twenty Kovacs motor boats in this area and the same number i area described under No. (21).	There in the
(23) The was	A rather small training area, between Kilometers 1872 and 1870. are twenty Kovacs motor boats in this area and the same number i area described under No. (21). The Bratislava passenger ferry was taken out of service some times the whole area on the right bank of the Danube was requisition.	There In the me ago, med by
(23) The was of . The is tro	A rather small training area, between Kilometers 1872 and 1870, are twenty Kovacs motor boats in this area and the same number i area described under No. (21). The Bratislava passenger ferry was taken out of service some times the whole area on the right bank of the Danube was requisition the army and is out of bounds to civilians. area between Kilometers 1866 and 1868 is used for troop maneuvers to be closed to all traffic on the 1st, 9th, 11th, 18th, and 24th	There In the se ago, bed by and days
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(23) The was of tro are Besi are	A rather small training area, between Kilometers 1872 and 1870. are twenty Kovacs motor boats in this area and the same number i area described under No. (21). The Bratislava passenger ferry was taken out of service some times the whole area on the right bank of the Danube was requisition the army and is out of bounds to civilians. area between Kilometers 1866 and 1868 is used for troop maneuvers to be closed to all traffic on the 1st, 9th, 11th, 18th, and 24th June 1953 between 8 a.m. and 10 p.m. a right bank of the river in the sector adjacent to the suburb of F covered with tents and pre-fabricated wooden huts in which bridge-pops (Engineers) are billeted. Twenty-five small tanks and eighby a stationed in this area. Biddes the pontoons used for the construction of the bridge, larger assembled at this site for the construction of larger bridges. The four meters wide and 12 meters long, with a surface of metal plating stocks of bridge-building materials are accommulated in this area.	There In the ne ago, ned by and days etrzalka building trucks pontoons

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Guard Post V does not appear on the

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